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The following numbers refer to the attached plan of stralsund: 1. Pilot pier and tower. 2. Fishing pier. This is a newly constructed wide pier for the handling of fishing craft and for the unloading of fish. The end of the pier is wide enough to permit two fishing craft to come alongside. 3. Fishing harbor. Mooring place for fishing craft after unloading. The southern end of the basin is partially filled with silt. 4. This basin is entirely filled up and unusable. 5. Seepolized administration building. It stands on the site of the former week store. In warrend 1952, the new building was not yet ready for occupancy. After completion, it will house the seepolized headquarters for the stralsund-duegen area. 6. Silo V. This silo formerly belonged to the manufameter firm and was known as the mustamehle. It was exproprieted in 1951 The silo mons about 6,000 tons. At the beginning of april, it was filled with rye, olives (Jelfruechte), rape, and poppies. It serves as storage for the duegen area. It is an up-to-date installation which can load and unload in one operation, handling 60 tons per hour. 7. Silo IV. This silo still belongs to the Moch and Peckendorf firm. It is leased to the Volkseigner writessungs-und auftaurs Setrict(V.S.3). It has a capacity of 6,000 tons. At the beginning of April, about 3,000 tons of rye and wheat were stored here. 3. Timber yard of the Dentsone Handleszentrale Holz (DHz). Boards and building timber are both stored and shipped from here.	This is unevaluated in the stronger part of the attached plan of otralsund: 1. Pilot pier and tower. 2. Fishing pier. This is a newly constructed wide pier for the handling of fishing craft and for the unloading of fish. The end of the pier is wide enough to permit two fishing craft to come alongside. 3. Fishing harbor. According place for fishing craft after unloading. The southern end of the basin is Partially filled with silt. 4. This basin is entirely filled up and unusable. 5. Seepolizei administration building. It stands on the site of the former week store. In warch 1952, the new building was not yet ready for occupancy. After completion, it will house the seepolizei headquarters for the stralsund-duegen area. 6. Silo V. This silo formerly belonged to the hampfaneyer firm and was known as the Kunstmuchle. It was expropriated in 1951 The silo noise about 6,000 tons. At the beginning of april, it was filled with rye, olives (delfruechte), rape, and popples. It serves as storage for the duegen area. It is an up-to-date installation which can load and unload in one operation, handling 60 tons per hour. 7. Silo IV. This silo still belongs to the koch and Peckendorf firm. It is leased to the Volkseigner wrassungs-und Auftaurs-Betrick(%x3). It has a capacity of 6,600 tons, at the beginning of april, about 3,000 tons of rye and wheat were stored here. 3. Timber yard of the Dentsone Handelszentrale Holz (DH2). Boards and		25X1		
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- 9. Lain entrance to the enclosed harbor area. The enclosed area includes the whole wharf area, from the ballast box to the power plant (14). It is partly enclosed by a wire fence and partly by buildings. The border police post is located at the main entrance and patrols the whole harbor area. The border police are under the orders of a Jussian major and wear as insignia the letters "GP". There are also two other entrances to the harbor area. The Jussian Kommandatur in charge of the harbor, as well as the perutra office under a Jussian (fnu) Kysuk, are located in the same building as the border police office.
- 10. Harbor administration office. The head of this office is a German (fnu) Kessler, a former employee of the shipping firm Hautz und schmidt in Stettin. Kessler prefers to employ men who do not belong to the SED. He has, however, as harbor captain a certain Hans Voelzke who is generally recognized to be an agent of the SED. Voelzke is a functionary of the union and has belonged to the KPD since 1919. In 1945, he was police chief of Stralsund but was later dismissed.
- 11. Silo III. Formerly belonged to the landwirtschaftliche sin-und Verkaufsgenossenschaft which is now a People's Swined Plant of the VEAB. It has a capacity of 5,000 tons. In Earch 1952, it was largely filled with cats and barley.
- 12. Sile II. Former flour mill, now a People's Owned Flant of the VLAB. This sile is used to held the DDA grain reserves in Stralsund. It has a capacity of 3,000 tens and is at present filled with rye.
- 13. Silo 1. Formerly belonged to the Domaenen-Landbetriebsgesellschaft and is now a VLB of the VEAB. It has a capacity of 3,500 tons and is at present filled with rape seed, rape, poppy and mustard. The silo is supervised by Lax inkler, a non-Colombia, who is supervisor of all silos in stratumd.
- 14. Power plant.
- 15. Coal pier. This new pier serves the power plant exclusively and is equipped with a grab crane. The piers which for erly existed here were destroyed.
- 16. Storage sheds of the forer lopen line. These sheds now lie within the closed off mocking area for seepolized craft. They will probably be used as storage for the seepolized. Single seepolized craft are occasionally tied up here.
- 17. Jain docking area for the Seepolizei. The following types of craft are often to be seen here: minesweepers under both Seman and Aussian flag, and both large and small type 3-boats. It times, ten to twelve boats have been observed tied up here. They appeared to belong to a training unit which sets out from here to a firing area, because two small 3-boats were seen towing targets.

- 3 -

18. Volkswerft. The yard covers the area from the duegendamm to the point where the cable car of the sugar factory joins the Liegelgraben. The yard area is closely guarded. Assembly line methods are used here. Until the end of 1951, eight to ten luggers were leaving the ways every month. They were of 250 GAT and were painted green. Since the beginning of 1951, no more such luggers have been built. In their blace, two new-type fishing craft of 500 GAT each were completed in may.

25X1 25X1

are motor ships and, from the sound of the engines are quite powerful. According to a newspaper article which appeared when these two boats were launched, they are destined for fishing in the Arctic Ocean. Then they left the yard, the boats were sailing under the Jerman flag and had a German crew. Thereas the 250 ten luggers have the engine and the bridge astern, the 500 ten craft have the engine in the center and also have a short funnel.

18A. assembly slips

25X1

- 18B. Pier, about 12C meters long, where new ships dock.
- 19. Schiffsbau und deparatur werft (former schiffsbergung). This was forverly the Reparatur werkstatt des beewasserstrassen untes and is now a VBB. The forver steamer "lobert direns" of about 1,200 GBT was converted here into a freighter and renamed "Vorwaerts". It was completed in october 1950 and now sails requirily from destock carrying

reparations goods to Russia. It calls in Latvia at Lepaya, Melgava, and Riga, at Kaliningrad, USSR, and Tallin, Estonia, and carries mostly machinery, sewing machines, turning lathes, cars, textiles, etc. It has a crew of 28 men. At present a ship of about 1,000 GRT, somewhat similar to the "Vorwaerts", is bein, converted at the yard. It is to be completed toward the end of 1952.

- 20. depair shop for luggers. There are no hangars in the yard area, only small shop buildings. Newly built fishing craft often lie here for checking and completion after failures have become apparent during their trial run.
- 21. Jontral mole. This has been recently filled in with rubble. It is planned to make a transshipment point here to transfer goods from ship to ship.
- 22. For er der an havy barracks which now serve as living quarters for workers in the yards.
- 23. The following crames are available in the port:
 - a. Ballast box along the north wharf: I electric crane of 2.5 tons, I steam crane of 1.5 tons. A spur track leads to a turntable near bilo V.
 - b. Ballast box along the scuthern wharf: 1 electric crane of 1.5 tons. A sour track leads to the crane.
 - c. Thanf hear the pilot tower: Potassium shed with a capacity of 4,000 tons equipped with 16 conveyor belts, each capable of handling 16 tons per hour.
 - d. Therefore the order of about 4,000 tons, equipped with conveyor belts.
 - e. In front of silo I: 1 (#ntry crane (Denag) of 3 tons, 1 new juntry crame, completed in January 1952, of 5 tons.
 - f. The steel sheet piling unarf between bilo III and the power plant has been completely restored.

CHONIA

Attachment I

